

The Hong Kong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5591

晚十月初九三十三緒光

WEDNESDAY, OCTOBER 16, 1907.

三拜禮 聖大十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP..... Yes 24,000,000

RESERVE FUNDS..... 15,050,000

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Head Office:—YOKOHAMA.
HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months..... 5% p.a.
" 6 " 4% "
" 3 " 3% "

TAKRO TAKAMICHI,
Manager.
Hongkong, 26th September, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP..... GOLD \$3,250,000.
ABOUT MEX \$5,000,000.
RESERVE FUND..... GOLD \$3,250,000
=ABOUT MEX \$1,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
HANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.
" 6 " 3% "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 24th July, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP... Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
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FOUNDED BY THE FOLLOWING BANKS AND
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Direction der Disconto-Gesellschaft

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Berliner Handels-Gesellschaft

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Jacob S. H. Stern b.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim jr. & Co., Berlin.

Bayerische Hypotheken und Wechselbank,

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Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 1st January, 1907.

NERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).

RESERVE FUND FL. 15,000,000 (L1,417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Sumarang, Sourabaya, Chero-

teg, Pecalongan, Pasuruan, Tjilatap,

Padang, Medan (Deli), Palembang, Kota-

Raja (Acheen), Bandjernasao.

Correspondents—Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

BRANCHES—London, New York, San Fran-

cisco, &c.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 2d June, 1907.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000.

RESERVE FUNDS:—

Sterling £1,000,000 at 1/—= \$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Shellim, Esq.

K. Shawan, Esq.

H. A. W. Slade, Esq.

C. R. Lennoxman, Esq.

H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

For FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON, &c., via usual Ports of Call	OCEANA	19th Oct.	See Special Advertisement
LONDON and ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALERMO	About 27th Oct.	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	About 10th Nov.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907.

Intimations.

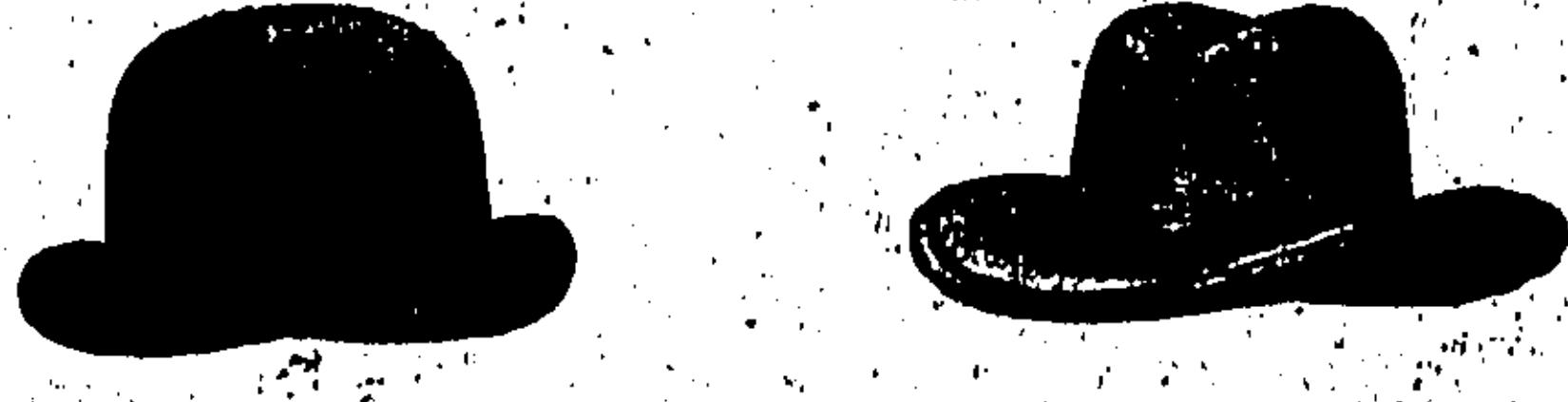
LANE, CRAWFORD & CO.

New Stock of

LINCOLN & BENNETT'S

HARD & SOFT FELT HATS

IN THE LATEST LONDON STYLES



\$5.00 each \$7.00 each

SCOTT'S TWEED CAPS.

TELEPHONE 37.

LANE, CRAWFORD & CO.

CALDBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

Telephone No. 75.

15, Queen's Road Central.

ESTABLISHED 1864.

Hongkong, 14th October, 1907.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

SCHEDULE OF DEPARTURES DURING THE CHINESE PROCESSION

AT MACAO.

SATURDAY, 19th October.

FROM HONGKONG FROM MACAO

S.S. "SUI-AN," at 8.00 A.M. at 2.00 P.M.

S.S. "SUI-TAI," at 1.00 P.M. at 7.30 A.M.

S.S. "HEUNGSHAN," at 5.30 P.M. at 9.00 P.M.

SUNDAY, 20th October.

S.S. "SUI-AN," at 7.30 A.M. at 2.00 P.M.

S.S. "SUI-TAI," at 1.00 P.M. at 7.30 A.M.

S.S. "HEUNGSH

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

SCHEDULE OF DEPARTURES DURING CHINESE PROCESSION AT MACAO.

SATURDAY, 19th October.

FROM HONGKONG.		FROM MACAO.	
S.S. SUI-AN	at 8—A.M.	S.S. SUI-TAI	at 7.30 A.M.
" SUI-TAI	" 1—P.M.	" SUI-AN	" 2—P.M.
" HEUNGSHAN	" 5.30 P.M.	" HEUNGSHAN	" 9—P.M.
SUNDAY, 20th October.		S.S. SUI-TAI	
S.S. SUI-AN	at 7.30 A.M.	at 7.30 A.M.	
" HEUNGSHAN	" 9—A.M.	" SUI-AN	" 2—P.M.
" SUI-TAI	" 1—P.M.	" HEUNGSHAN	" 8—P.M.
MONDAY, 21st October.		S.S. SUI-TAI	at 7.30 A.M.
S.S. SUI-AN	at 7.30 A.M.	" SUI-AN	" 2—P.M.
" KINSHAN	" 9—A.M.	" KINSHAN	" 7—P.M.
" SUI-TAI	" 1—P.M.		
TUESDAY, 22nd October.		S.S. SUI-TAI	at 7.30 A.M.
S.S. SUI-AN	at 7.30 A.M.	" SUI-AN	" 2—P.M.
" KINSHAN	" 9—A.M.	" KINSHAN	" 7—P.M.
" SUI-TAI	" 1—P.M.		
WEDNESDAY, 23rd October.		S.S. SUI-TAI	at 7.30 A.M.
S.S. SUI-AN	at 8—A.M.	" SUI-AN	" 2—P.M.
" SUI-TAI	" 1—P.M.		
The Steamship "HONAM" will leave Canton for Macao on Saturday, 19th October, at 5 P.M. Returning to Canton on Sunday, 20th instant, at 10 P.M.		The Steamship "SUI-AN" will leave from DOUGLAS WHARF.	
The Steamships "SUI-TAI," "HEUNGSHAN" and "KINSHAN" will leave from the COMPANY'S WHARF.		Excursion rates per "HEUNGSHAN" and "SUI-AN" on Sunday only. Other days usual rates.	

CANTON-MACAO LINE.

S.S. "LUNGSHAN",.....219 tons.....Captain W. Reynell.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM",.....588 tons.....Captain J. Willow (at Dock).

" NANNING",.....569 "Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.**HONGKONG-WUCHOW LINE.**

THE Steamers

"LINTAN" and "SAN-U"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES [14]

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street, (Tram Station).

Canton Agents:—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

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IMPERIAL BREWING COMPANY, LIMITED.**PURE CREAM BEER.**

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

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Hotel.**KOWLOON HOTEL,
HONGKONG.****NEEDS NO ADVERTISING.**

World-Wide Reputation.

The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. K4.

O. E. OWEN, Proprietor.

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Information.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45 ft. Water on blocks, 36 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonnleitner, A. I., and Watkins.

Yokohama, May 23rd, 1905.

LEVER DOG AND ITS DOCTOR.**REMARKABLE CASE OF REASON IN A DOMESTIC PET.**

The old problem, "Can dogs reason?" is resolved by a remarkable story which comes from Holloway.

A fine Japanese collie, owned by a gentleman living near Camden-nd, has earned distinction for itself by its habit of trotting round daily to a veterinary surgeon to be doctored. Suffering from painful ulceration in the ears, it was taken to the surgery of Mr. Marcus Stevenson, the veterinary surgeon, of Camden-nd, Holloway, for treatment about five weeks ago. Each evening for three or four days "Roy" was taken there by his master, MASTER OF HIS FORTUNES.

Then Roy decided that in future he would not wait for his master to take him to the surgery. One evening, directly the door of his home was opened, Roy dashed out alone. In a few minutes he bounded, all alone, into Mr. Stevenson's surgery half a mile away:

"No one was more surprised than I was," said Mr. Stevenson to a "Morning Leader" representative yesterday, "to see the dog rush through the doorway, jump calmly on the operating-table, and wait for me to attend to him. I expected to see his master follow him into the surgery, but no—Master Roy had come alone!"

No one, least of all a sympathetic veterinary surgeon, could resist this mute appeal, and without waiting for further developments Mr. Stevenson picked up a bottle of the curative lotion.

"At once, without having to be prompted, he turned his head so that I should commence with the right ear," continued Mr. Stevenson, "and after the mixture had eased his right ear he at once bent forward and turned the left for the same treatment." Then, with a gratified bark, the dog raced off home.

"I expected his ears had pained him, and his instinct had told him where he could find relief," commented Mr. Stevenson; "but you can judge my surprise, when he came in just the same fashion, quite unaccompanied, the next evening, promptly jumped on the operating-table as before, waited till he had received treatment, and then dashed off home again."

A DAILY VISIT.

And so ever since the dog has run round to the surgery practically every day and demanded treatment. "It's quite unique, in all my experience," said Mr. Stevenson. "I could understand a dog coming of his own accord for a pleasant syrup or some palatable or pleasant doctoring; but the treatment of cancer is necessarily painful, and practically every dog who is treated for it has to be carried or dragged into the place after his first experience of it."

While Mr. Stevenson was speaking, a shrill bark and a great canine commotion at the door announced the unexpected arrival of Roy—for one more operation. Directly the door was flung open, the sagacious animal sprang upon the veterinary surgeon's face, whined eagerly. Mr. Stevenson stroked Roy's head, but Roy whined all the more eagerly and impatiently till his left hand touched the familiar bottle of ear-lotion. And then a succession of short, sharp barks plainly indicated that that was the object of the visit.

Raising first his right ear and then his left, the faithful creature sat still as a rock while the mixture was poured into each, and then, barking with delight, he made a bolt for the door.

HOW TO BREATHE.

PURE AIR AS A GREAT FACTOR IN CURING TUBERCULOSIS.

Pure air itself constitutes an enormous factor in the struggle against tuberculosis—open windows day and night, exposure to sunshine, siesta in the open air under tent, sojourn at the seaside, in the country, among the mountains, daily sunbath, sheltered from the wind; a merciful war on insanitary, dark, badly ventilated and excessively small dwellings.

It does not suffice, however, to place a patient in the open air to cure him. If he does not know how to breathe the pure air which is his salvation, he will not derive any benefit from it. It is necessary for his lungs to be thoroughly ventilated down to the extreme points. Under these conditions alone can the blood become thoroughly oxygenated, permitting of a more active life of all the cells of the system. There will result from this a greater resistance to infection, with efficacious reaction against tuberculosis decay.

It is necessary for the patient to learn to breathe. He must not be afraid, despite the momentary fatigue which it will cause him, to bring into action all the muscles of his thoracic cage, increasing at the same time its dimensions and augmenting in doing so the amount of air breathed.

It is easy enough to say, "We do not know how to breathe." It is necessary to show patients how to do it.

The child is placed in front of the person teaching it to breathe. It is ordered to breathe through the nose twenty times in succession at the word of command. Some cannot breathe through the nose at all; others, after three or four inhalations, seem as if they were stilling and instinctively open the mouth; others can breathe normally through the nose, but they are rare.

Naturally, all these children will breathe badly, and will continue to breathe badly. They will keep a narrow chest calculated to receive without defence the attack of the tuberculosis bacilli. General gymnastic exercise will, it is true, have a useful action on these children, but how much more efficacious it would be applied only to the organ in its stronger condition, for general gymnastics in the case of these "candidates" for tuberculosis will fatigue them and will, perhaps, do more harm than good.

In short, it is necessary for the child to learn to breathe properly through the nose and not through the mouth, to counteract the effect of hereditary taint and to stimulate the organic functions. Breathing exercises are efficacious and not dangerous on condition that they are conducted with very great prudence. In Medicine

Consignees.**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. CO. Steamer

"CANDIA."

FROM ANTWERP, MIDDLEBROUGH, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour.

Intimation.

A. S. WATSON & CO.,
LIMITED.

E
WATSON'S
CELEBRATED
BLEND.
VERY OLD LIQUEUR
SCOTCH.
WHISKY.
A PURE MALT
WHISKY
OF
GENUINE AGE
VERY FINE
AND
MELLOW.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to passengers. The coupon sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issues to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 16, 1907.

OPENING OF THE PIRACY SEASON.

Readers must have noted with no little interest the curious concatenation of events recorded in our news columns yesterday, whereby a series of official telegrams which had passed between the Waiwupu and the Viceroy of the two Kwangs on the subject of the suppression of piracy was illustrated and strengthened by the account of a particularly daring robbery which was committed within the waters of the Colony, in the early part of this month. It is needless to say that no attempt was made to invoke "the long arm of coincidence," the favourite device of the dramatist, and our assurance may be emphasised by reference to two distinct cases of a similar character which have happened within the past ten days. When the question as to the advisability of purchasing an additional fireboat for the protection of the shipping in Hongkong harbour was under discussion, and while we were combatting the arguments of those who were opposed to the Government's proposal, an oil fire, which blazed for twelve or fourteen hours and at one time threatened the safety of several vessels, broke out on board a heavily laden junk then lying at the Dangerous Goods Anchorage. That example of a strange coincidence was certainly calculated to point the moral and adorn the tale. Then, again, when we had finished contending against the fatuity of those who favoured the flotation of loans to meet extraordinary expenditure, the sudden and unexpected drop in the value of silver came as a final and conclusive argument against the adoption of a policy which would land the Colony in the quagmire of insolvency. Returning to our original point, there is much in the three telegrams sent by the British Post Office at Tientsin will not be closed, but will remain open.

LOCAL AND GENERAL

The quarantine on vessels arriving at Amoy from Hongkong has been removed.

It is officially announced that the British Post Office at Tientsin will not be closed, but will remain open.

MR. TATE'S recent visit to Japan was being followed with the most extraordinary attention by the United States Press, and reports amounting to thousands of words have been poured out from Nagasaki by the special correspondents.

The Chinese merchants of Songjin and Shihpo in north-eastern Korea have secretly pledged themselves not to ship their cod in Japanese vessels. The American Silk Association is reported to have resolved to boycott the Japanese Silk Guild.

PRESIDENT ROOSEVELT'S announcement that the Pacific Fleet will sail on December 15 has led to a renewed outburst in the French newspapers. Alarmist views are taken of what will be the result of the fleet's sailing to the Pacific. The New York Sun, a Jingot paper, predicts war.

THE following details arrived from North China per s.s. *Kulechow* on 14th instant:—3rd Middlesex Regt.: 11 N.C.O.'s and men. 1st Essex Regt.: One man en route to India. S. & T. Corps: 2 civil subordinates and 2 followers en route to India. 47th Sikhs: One man en route to India.

MESSRS. Melchers & Co. write to point out, in connection with yesterday's leading article on shipping interests, that Messrs. Butterfield and Swire are not the owners but the agents of the steamers running between Bangkok and Swatow. These steamers, it is also explained, are the property of the Norddeutscher Lloyd and fly the German flag.

THE promoters of the Japan Steamship Company, having realised that the concern could not be successfully floated under present financial conditions in Japan, it is stated, will hold a meeting in a few days to adopt an official resolution to wind up the concern. The share money paid by shareholders is said to amount to about Y1,300,000, which will be refunded with interest at a fair rate. It is believed that the promoting expenses paid out will be borne by the steamship owners who have given support to the scheme.

A FILIPINO fireman aboard the steamer *Mandarin*, lying at the Kowloon Docks, got himself into trouble yesterday. After coming off duty in the afternoon he could find nothing to do to keep himself busy. He therefore returned to the engine-room, where he found a coolie chipping one of the boilers. The fireman saw his chance to pass a few minutes and amused himself by hammering the Chinaman. When he was finished the Chinaman gave him charge for assault. He appeared before Mr. C. A. D. Melbourne, this morning, at the Police Court, and paid a fine of \$2.

TONG FUK, a trader, brought an action in the Summary Jurisdiction Court, this morning, before his Honour Mr. A. G. Wise, acting Chief Justice, against one Wong Fat to recover \$10, balance due for work and labour done and material supplied. Mr. Crowther Smith, of Messrs. d'Almada and Smith, appeared for the plaintiff, and Mr. R. A. Harding for the defendant. The plaintiff said that on the 17th April, he entered into a contract with the defendant to do certain work, which he had completed. Cross-examined by Mr. Harding, he said that under the contract he had to make a tennis court at Dr. Wright's residence, to water the ground and roll it. He also agreed that the grass should be growing before the contract was finally completed. Witness was sub-contractor to the defendant. He denied that for a week at a time he had no men at work on the lawn. Further evidence was heard, and judgment for the defendant was entered.

AT a regular convocation of the Naval and Military Royal Arch Chapter held in the Masonic Hall on the 15th inst., the election and installation of officebearers was successfully carried out by M. E. Comp. Horley, assisted by M. E. Comp. A. W. Hill, and Daog Chee, owing to the unavoidable absence of M. E. Comp. Dr. G. J. Jordan. The following is a list of the officers for the ensuing year: M. E. Z. M. E. Comp. J. Mc. I. Gibson, M. E. J. M. E. Comp. J. Smith, M. E. J. M. E. Comp. Jas. Hutcheson, Scribe E. Comp. J. Blake, Scribe N. E. Comp. L. Stock, Treasurer M. E. Comp. "H. Horley, P. Z. Prime Sojourner E. Comp. N. A. Johansson, Sen. Sojourner E. Comp. E. Stonehouse, Just. Sojourner E. Comp. A. Course, Chancellor E. Comp. W. H. W. Timms, Steward E. Comp. G. R. Lindblom, and Janitor E. Comp. J. Vanson.

GOVERNOR-General Oshima of Kwantung and Governor Goto of the South Manchuria Railway are on a visit to Tokio in connexion with the forthcoming simplification of the administrative machinery and the unification of diplomatic powers in Manchuria. Prominent Japanese propose the establishment of an Oriental Colonization Company, primarily to operate in Korea by sending well-qualified and organized immigrants to cultivate the barren lands there with the assistance of the proposed Colonial Bank. At the same time the Company would co-operate in assisting native farmers. These measures would secure a sufficient increase in the revenue of Korea for administrative purposes, while the Japanese would obtain self-supplied food. Prince Ito and other influential personages support the scheme. It is not proposed, however, to carry it into effect for one year.

ANOTHER pony was found by Sergeant Appleton wandering about the streets of Yau-mai last night. The animal belonged to Wong Kee, a trader, of 39, Station Street, Mongkok, and he was arrested. To secure his liberty he deposited \$10 at the Station. This morning Mr. Hazelton forfeited the bail money owing to the non-appearance of the accused when the case was called.

S.S. "SHINAM" ASHORE

RE-FLOATED AND DOCKED FOR REPAIRS.

Wuchow, 14th October, 1907.

Telegraphic news was received here yesterday morning from Yut Sing to the effect that the s.s. *Shinam* had run aground at Long Island, 8 miles below Yut Sing, in a dense fog. On receipt of the news H. S. Robin immediately proceeded down river, to render assistance. Mr. D. Clive, Harbour Master at Wuchow, and Capt. A. W. Dixie, agent for the West River S.S. Company, also went down in the *Robin* to the *Shinam*. No further particulars are to hand, but it is understood locally that the vessel has sustained no serious damage. It is very unfortunate that the *Shinam* should have run aground at this time of the year owing to the river falling rapidly. Since the *Shinam* got ashore the water has fallen nearly 4 feet.

It is hoped that the British gunboats *Robin* and *Sandwich* will succeed in towing the *Shinam* in the course of a day or two.

[The *Shinam* has since been re-floated and docked at Kowloon for repairs.—Ed. H.K.T.]

THE GERMAN MAIL

DEPARTURE FROM COLOMBO.

Messrs. Melchers & Co. received a telegram from Colombo to-day stating that the Imperial German mail steamer *Prinz Ludwig* will leave Colombo on Friday, the 18th inst., and probably may be expected on or about Monday, the 28th inst. The steamer was detained at Antwerp for eight days on account of strike.

CUTB CHINSE HOUSBOY.

TURN'S CHIEF JUSTICES RESIDENCE INTO A RESTAURANT.

During the absence of Sir Francis Piggott, Chief Justice of Hongkong, on a vacation in Japan, his residence, "Eyre," the Peak, has been turned into a restaurant. Such was the strange revelation made in the Police Court, this morning, by Police Sergeant Gordon, of Mount Gough Police Station, during the hearing of a case. Lau Chung, a house coolie, residing at 6, Des Voeux Road Central, was charged before Mr. F. A. Hazelton with being found in the servants' quarters of the "Eyre" yesterday afternoon without the permission of the occupier.

"I went there at the 'boy's' invitation, said accused in answer to the charge.

"But did you have the occupier's permission?" asked the Court.

"The occupier was not there," came the reply.

Yesterday afternoon, while on patrol duty, Sergeant Gordon received information that there was "something doing" at the "Eyre." The sergeant started out to investigate and on reaching the premises he was surprised to find about fifty Chinamen who had gone to the Peak to celebrate the Chung Yeung festival around small tables in the garden, sipping tea, and taking in the scenery. Notices had been posted all round the garden advertising the fact that tea and cakes were sold there. The refreshments were provided by the "boy" of the house. When the "guests" had retired, Sergeant Gordon took a trip to the back of the house and found accused in the servants' quarters, putting on his coat, ready to leave.

His Worship—Are you going to prosecute the "boy"?

Sergeant Gordon—Yes, your Worship.

The case was then adjourned to allow a summons to be served on the house "boy" for keeping an eating-house without a licence, when both cases will be heard together. Accused was released on bail of \$10.

JAPANESE GOVERNMENT MONOPOLIES.

PROPOSED INCREASE IN PRICE OF CIGARETTES.

The *Japan Chronicle* says: The Government has incorporated the three monopolies—the Tobacco, Salt and Camphor, into one, with a view to doing away with superfluous hands and effecting economies generally. At the same time the authorities are investigating means for obtaining increased revenue from the monopolies, in order to make good deficit in the revenue. We are informed that as the first step towards increasing the revenue, the authorities have decided to raise the price of tobacco. The supply of leaf tobacco produced in Japan, it is stated, has fallen short of late to meet the greatest demands of the Japanese consumers, as shown by the continued scarcity of the supply of the better classes of cigarettes. So scarce has been the supply of leaf tobacco that the demand for cut tobacco cannot be filled without importing the foreign leaf. The Government proposes to reduce the production of cut tobacco to the lowest possible minimum, and to increase the production of those cigarettes which have proved the most lucrative, and to raise the price—the "Fuji" brand, from 10 to 24 sen, the "Shikishima" from 8 to 20 sen, the "Yamato" from 7 to 10 sen, the "Asahi" from 6 to 10 sen and the "Yamasakura" from 5 to 6 sen. At the same time the prices are raised, the names of all "brands" will be changed. The quality of the "Yamato" and lower grades will be lowered, with a view to encouraging the sales of the better qualities. It is expected by the Government that the change will bring in an additional revenue of between \$16,000,000 and \$18,000,000. The new prices will be put into force on April 1st.

MACAO FESTIVALS.

On account of some Chinese festivals in Macao which will take place on the 21st, 22nd and 23rd instant, the Hongkong, Canton and Macao Steamboat Company will run their s.s. *Hopan* from Canton to Macao on an excursion trip, leaving this port on Saturday, the 19th instant, at 5 o'clock, and returning on the following evening from the Portuguese Colony. It is expected a large number of visitors will avail themselves of this opportunity to make an excursion to the neighbouring port.

STREET HAWKERS.

The prohibition of street vendors by the police under the supervision of the exacting Provincial Judge, Kung Sum Tsam, was carried out with effect during his time, but since his handing over charge of office the restriction has been greatly relaxed, and the streets are again crowded with street hawkers, and the police are not seen to be interfering with these obstructionists.

INDEMNITY PAYMENT.

The annual payment from the province of Kwangtung towards the foreign indemnity amounts to Taels 720,000 to be paid in four quarterly instalments. H.E. the Viceroy has instructed the Canton Likin Bureau to get ready this quarter instalment to be forwarded to the Capital henceforth half-yearly.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell up was held at Happy Valley from the 12th to 14th October, 1907. The following results were made:

ROBERTSON FAREWELL CUP.

Mr. J. K. Grant 94—16—80

Mr. T. S. Forrest 84—4—84

Mr. E. J. Gris 85 SCR. 85

Mr. E. V. D. Parr 92—6—86

Mr. T. C. Gray 93—7—86

(4 entries).

POOL.

Mr. J. K. Grant 94—16—78

Mr. T. S. Forrest 84—2—82

Mr. D. B. Murray 94—12—82

Mr. E. J. Gris 85—2—83

Mr. E. V. D. Parr 92—8—84

Mr. T. C. Gray 93—9—84

(15 entries).

* Winner of Cup and Pool.

The Profession Pairs Competition was won by Messrs. Forrest and Molesby who beat Messrs. Parr and Worcester in the final by 4 up and 3 to play.

SHIPPING AND MAILED.

MAIL DUE.

German (*Prins Waldemar*) 17th inst.

English (*Aracada*) 16th inst.

Canadian (*Empress of Japan*) 20th inst.

American (*Korea*) 21st inst.

German (*Kleist*) 22nd inst.

The H. A. L. s.s. *Deligravia* left Shanghai on 10th Inst., at 6 a.m., and may be expected here on 19th Inst., at daylight.

The Mogul Line s.s. *Atoll* from Glasgow and Liverpool left Singapore yesterday morning, and is due here on 22nd Inst.

The C. P. R. Co.'s s.s. *Montague* arrived at Shanghai at 5 a.m. on 15th Inst., and left again at 6 p.m. same day, for Hongkong, where she is due to arrive at 1 p.m. on 18th Inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 4 a.m. on 6th Inst., and left again at 4 p.m. same day, for Shanghai, where she is due to arrive at 8 p.m. on 17th Inst.

FORECAST.

1.—Hongkong and neighbourhood, N.E. and E. winds, fresh to moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as N.E. winds, strong.

5.—Macao, same as N.E. winds, strong.

6.—Kwangtung, same as N.E. winds, strong.

7.—Kwangsi, same as N.E. winds, strong.

8.—Kienkiang, same as N.E. winds, strong.

9.—Kienchow, same as N.E. winds, strong.

10.—Kienchow, same as N.E

Telegrams.

[Rivers.]

Crosby Hall.

London, 14th October.
Lord Curzon, subscribing ten guineas to the fund to save Crosby Hall, declares that its destruction would be a national loss, and most a national disgrace.

The King has written to the County Council hoping that the building will be saved.

Loss of a Steamer on Lake Superior.
The steamer *Cypress* foundered in a terrific storm on Lake Superior.

Twenty-four were drowned and one saved.

Later.

The Emperor Francis Joseph.
The condition of the Emperor Francis Joseph is more encouraging.

His Majesty received in audience Baron von Aehrenthal, Minister for Foreign Affairs, yesterday, the interview lasting 45 minutes.

The Price of Wheat.
The price of wheat in England is now 33/3 per quarter.

It has risen an average of 4/- since 1st instant, and 14/- since 1st September, and is still rising.

This, which portends exceptionally dear bread in the coming winter, is attributed to the smallness of the English field (of culture), the poorness of foreign crops, and the failure of the area of supply to extend commensurately with the demand of the world.

COST OF THE PHILIPPINES.

NOT PROFITABLE IN C SH.

According to a Washington despatch of 3rd ult., for some time the question: What have the Philippines cost us? has been troubling many persons, and various attempts have been made to answer it. The question was often asked at the last session of Congress, informally if not on the floor of the House or Senate, but no one seemed competent to make answer. The probability is that the islands have been an expense to this country of more than \$10,000,000, and this opinion is expressed by some of those who are best informed on the subject; yet owing to the many considerations involved and the peculiar methods of book-keeping in use by some departments of the Government, the answer is likely always to be as one of those problems propounded by the Sphinx—never to be solved.

But whatever the cost may have been to date, or whatever it may be in the future, the Bureau of Insular Affairs does not like to have included in it the \$10,000,000 paid to Spain at the close of the Spanish-American war, which sum is commonly taken by the public as the basic sum from which to estimate the cost of the Philippines. Major French McIntyre, assistant to the Chief of the Bureau of Insular Affairs, says that Spain wished this country to assume the Philippine debt, the Porto Rico debt, and also the enormous debt of Cuba, and that in the end the United States Commissioners agreed to pay Spain \$10,000,000 in full satisfaction, and that by act of Congress approved March 2, 1899, there was appropriated for the purpose of carrying out the obligations of the treaty between the United States and Spain the sum of \$10,000,000, and that "the object of the appropriation is as stated, nor does the word 'Philippines' or any reference to those islands occur in the act of appropriation."

The treaty itself, he says, embodies no statement to the effect that \$10,000,000 is to be paid for the cession of the Philippines to the United States. The two provisions, however, of the treaty ceding to the United States the Philippine islands and providing for the payment of \$20,000,000 to Spain are in the same article of the treaty. This, however, would not alone be a basis for the claim that the \$20,000,000 was paid for the Philippines. This is, in general, based on the discussion which led up to the treaty.

There seem to be few persons who claim now that the Philippines should be retained by the United States as a financial proposition. Most of those who have recently expressed themselves on the subject have put it on a high moral plane and have declared, as President McKinley declared, that there must be no thought of hauling down the flag or withdrawing from the responsibility which this country voluntarily assumed. They hold, as McKinley held, and as Secretary Taft holds, that it is the duty of this country to give the best possible opportunity to the natives of the Philippines to become educated, elevated and civilized according to the Western standards of civilization, in order that they may demonstrate their fitness for the responsibilities of self-government.

Many believe that these people can never be unified or educated to a point where they can successfully govern themselves. It is instances that where American occupation of a province has been abandoned for even two years the fine roads built by the Spaniards have been allowed to lapse into decay, and the planking on steel and iron bridges has been carried off, leaving the skeletons bare above streams which the traveler is forced to ford as in the days before civilizing influences were let loose for the advancement of the natives.

Even the question whether the Filipinos would be loyal to themselves and the American Government or whether they would side with an invader in the case of war, or indeed whether they would not pursue the course of setting up their own Government and again fighting for independence, is debated with warmth by men who have been in the islands and profess to be well acquainted with the people and their ideas.

It is easy to believe, therefore, that the Philippine question may be a live issue in the next Congress, and that the question of this country's obligations toward the Philippines, will be exhaustively probed, especially by those who do not favour holding on to our existing possessions which they fully believe can never be Americanized, and which may always be a source of expense.—S. J. Clegg.

CHINA'S FINANCIAL REFORM.

Writing on 24th Sept., the Peking correspondent of the *N. C. D. News* says:—Duke Tsai Tai-chih, President of the Tschupu (Ministry of Finance), recently memorialized the Empress-Dowager in regard to the proposals of their Excellencies Wang Ta-hsieh, junior Vice-President of the Wanpu (late Chinese Minister to Great Britain, who will shortly proceed to London to study British constitutional subjects); and Ho Wei-tek, Chinese Minister to Russia, concerning the reorganization of Chinese currency as stipulated in the Mackay Treaty of 1902. The President stated that after careful consultation with the Government and the various Viceroy and Governors, the suggestions of H.E. Ho about the employment of a foreign expert to act as adviser to the Ministry and the floating of a foreign loan are impracticable, as the financial control of the Empire would be in danger of falling into the hands of foreigners. Prior to the actual establishment of the proposed gold standard in China, the Ministry will endeavour to introduce the following reforms:—

1.—The establishment of an office for the investigation of all matters in connexion with this important question.

2.—The accumulation of gold.

3.—The prohibition of the circulation of notes by Chinese banks.

4.—To make agreements with the Powers for the prohibition of the importation of foreign silver bars and dollars into China.

5.—To limit the circulation of notes by foreign banks at the various Treaty Ports.

6.—The increase of the capital of the Hupu-yangkong, or Bank of the Ministry of Finance, so that more branches and agencies may be established at all the important cities throughout the country.

7.—The limit of the daily output of the copper mints in the various provinces.

8.—The coining of new silver dollars of the same weight and size as the Mexican.

9.—The dispatch of reliable officials to Japan to study financial matters with a view to the adoption of Japanese methods in China.

10.—The appointment of foreign-educated Chinese financial experts to act as advisers to the Ministry of Finance instead of foreigners, in order to avoid diplomatic disputes in future.

The above were passed by an Imperial Rescript and will be gradually put into force.

In a recent memorial to H.E. Yuan Shih-kai of Chihli, the Customs Tao-tu of Tientsin, Mr. Liang, is in favour of the flotation of a foreign loan of \$10,000,000 upon the guarantee of the existing rail ways in China, which, he says, can show about 71,500,000 net profit every year.

But this proposal was also rejected by the Government which is evidently endeavouring

hard to avoid foreign loans for any enterprises in the Empire, for fear of international complications.

The Ministry is carefully going through the proposals of Professor Jenks to see to what extent any could be adopted by China.

CLAS DISTINCTION IN PUBLIC SCHOOLS.

A really serious problem in our educational system which threatens to endanger not only the future of our schools, but also to affect adversely the spirit of American democracy by emphasizing class feeling, has been presented to the American parent by the establishment and development of the high school fraternity.

The situation is just this: Some thirteen or fourteen years ago there sprang up in the high schools of this country secret societies patterned after the college and university fraternities. The inspiration for these came partly from a desire for more social life in the school, and partly from principals who had found their own college societies a distinct benefit. The high school fraternities were quickly followed by societies, and these organizations thrived harmlessly for a while. They were generally silly, but they were innocent.

As they increased in numbers and were strengthened by a chapter system all over the country, they became a more and more powerful influence, until to-day they are the dominating element in the schools, and any challenge of their supremacy is accompanied by a threatened overturning of all school discipline. To-day educators are practically united in regarding the high school secret society as an elephant on their hands, and they are extremely anxious to rid themselves of it. How, is the question teachers, parents and even lawyers are asking themselves.

The three main charges on which the high school secret society is arraigned are, first, that it is undemocratic; second, that it resists to cheap politics, and, third, that it is independent of school control. The National Educational Association investigated the matter, and from the results of the investigation saw fit, at a meeting in 1905, to resolve against such societies, "because they are subversive to the principles of democracy, which should prevail in public schools; because they are selfish and tend to narrow the minds and sympathies of the pupils; because they stir up strife and contention; because they are snobbish; because they dissipate energy and proper ambition; because they set up wrong standards; because rewards are not based on merit, but on fraternity vows; because they inculcate a feeling of self-sufficiency among the members; because secondary school boys are too young for club life; because they are expensive and foster habits of extravagance; because they bring politics into the legitimate organization of the school; because they detract interest from study, and because all legitimate elements for good—social, moral and intellectual—which these societies claim to possess can better be supplied in the pupils through the school, at large in the form of literary societies and clubs under the sanction and supervision of the faculty." From "Are Secret Societies a Danger to Our High Schools?" by Marion Melliss. In *Review of Reviews*.

MISSING RIFLES.

FISHERMAN DICTATES TO THE COURT.

At the Police Court, this morning, the master-Chan Cipio B of fishing junk No. 1674, was arraigned before Mr. C. A. D. Lloyd, charged with exporting two rifles into China some time this month. Defendant pleaded guilty to the charge.

The arrest of the defendant came about yesterday afternoon under interesting circumstances. A police pinnace was out searching for the pirates, whose attack on the cargo boat, *Mao Wo*, was reported in our last issue, when the defendant's junk was sighted lying at anchor in Deep Bay. The pinnace went alongside and defendant was asked to produce his licence. This he did. According to the licence he was permitted to carry six rifles to protect himself and his crew, but the fisherman could only produce four when the officer called for them. He was unable to account for the absence of the other two rifles.

His Worship—Where are the other two rifles?

Defendant (haughtily)—It rests with your worship to deal with the case.

His Worship was not to be put off that way. "What happened to the two other rifles?" he demanded.

Defendant, who was far from being frank with the Court, replied that "he had lent them to relatives."

A fine of \$25, with the alternative of one month's imprisonment was imposed. Needless to say the penalty was paid forthwith.

PAIR STOWAWAY IS SMOKED OUT.

JAPANESE GIRL DISCOVERED ON "HONGKONG MARU."

The fumigation of ships with sulphur is intended for the slaughter of rats, but, as the officers of the *Hongkong Maru* discovered on Saturday, says the *San Francisco Chronicle* of Sept. 9, the stringent fumes of the sulphur gas are potent to reveal other things besides dead rodents. In this case it was a pretty female stowaway—a dark-haired and slender complexioned Japanese girl known as Toma Nagasaki, whose name did not appear on any official register of the ship's company.

This is the story of the discovery of Toma Nagasaki and the confusion of the guilty who hid her away from the too curious eyes of the white man official.

Toma was beautiful among the maidens of her country; her teeth were like ivory and her complexion pure gold, but she was a stowaway. She paid no passage money on the white liner.

She was glad, although she was glad in silicon kinino, embroidered in butterflies of gold and the blue flowers of the iris, she was only a stowaway in her legal status. So those who admired her ivory teeth and silicon robes conspired to hide her away when the customs officials searched the steamer with their dark lanterns, looking even to the nethermost hold for contraband goods. Toma Nagasaki evaded the eyes of the white officials looking for opium and smuggle wares, until a doctor in the uniform of the quarantine service—a bearded man wearing gold-bordered spectacles—boarded the *Hongkong Maru* on Saturday to fumigate with sulphur gas and kill the rats.

GIRL IS SMOKED OUT.

"It will be useless to fumigate this cabin," Doctor, said a quartermaster, as Dr. Drew approached a certain door, and that cabin was passed for a time. But the doctor was persistent and determined to fumigate the whole ship. So the sulphur-pots were lighted after everything had been made tight, and the crew and the quarantine official stood on the deck until the sulphur gas should have done its work of slaughter below.

Then it was that a shrill and female cry reached their ears, and looking over the side of the steamer, they saw the head of the beautiful Toma Nagasaki poked out of a porthole below. Her neck was swathed with towels; for she had planned cleverly to stuff the porthole with these and to keep the sulphur fumes from her clothes. But the device was not good. The pungent fumes leaked through the folds of the towels and got in her eyes and nostrils until she cried out and was discovered.

Toma was rescued from the sulphur fumes, only to be taken ashore by the quarantine doctor and incarcerated in the detention sheds at the Pacific Mail dock; for Toma was a stowaway.

All the officers of the liner professed great surprise when Toma was smoked out, for they said they had never known that there was a

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2 1/2
Do. demand	3/5 3/16
Do. 4 months' sight	3/1 3/16
France—Bank T.T.	2 59
America—Bank T.T.	50
Germany—Bank T.T.	2 1/2
India T.T.	154
Do. demand	154
Shanghai—Bank T.T.	73
Singapore—T.T.	12 1/2 prem.
Japan—Bank T.T.	100
Iava—Bank T.T.	124
Buying.	
1 months' sight L/C.	3/1
5 months' sight L/C.	3/1 9/16
10 days' sight San Francisco & New York. S.12	
1 months' sight do.	52
10 days' sight Sydney and Melbourne.	2 1/2
1 months' sight France.	2 65
6 months' sight	2 67
1 months' sight Germany.	2 17
Bar Silver.	28
Bank of England rate.	4 1/2
Bank of France.	38
Sweden.	300

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 19th October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising—

IVORY CARVINGS, SILK-EMBROIDERED HAND BAGS and MONEY PURSES, MAKUDZU VASES and BOWLS, KINKO-SAN SATSUMA VASES and INCENSE BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK-EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, KAGI TEA SE TS, &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th October, 1907.

[921]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENEARN"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Goods not cleared by the 2nd instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 2nd inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

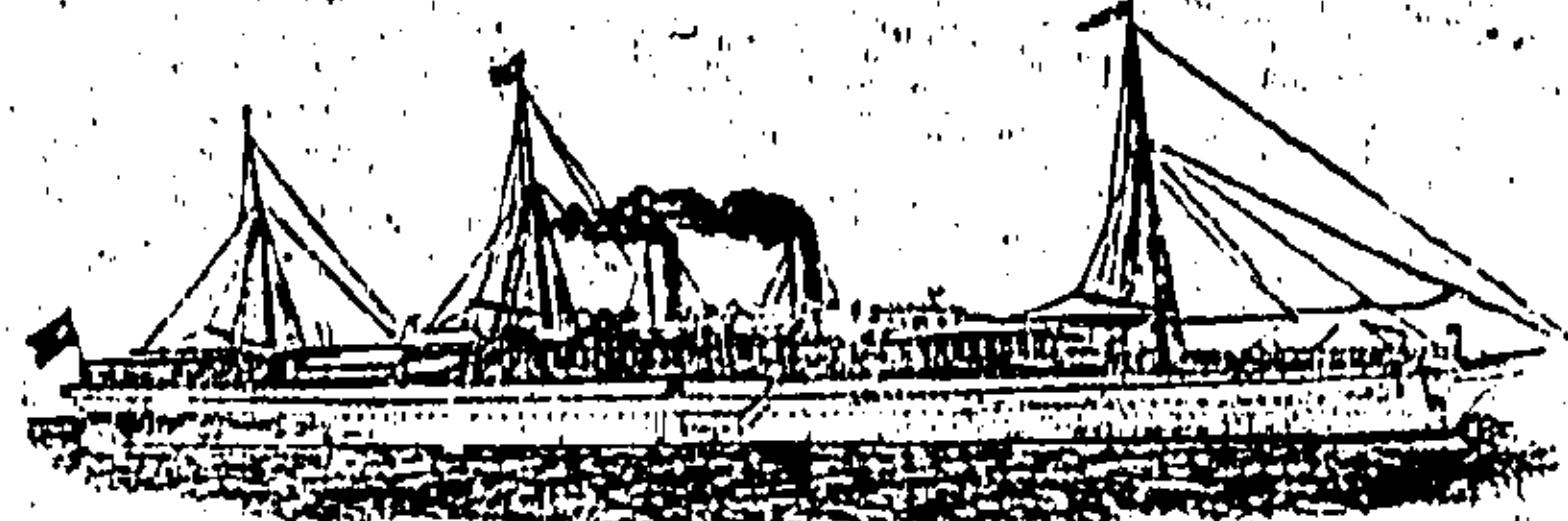
Hongkong, 16th October, 1907.

[920]

SIX TONS OF BULLION.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" ... 6,000 THURSDAY, Oct. 24th Nov. 11th
"MONTEAGLE" ... 6,163 WEDNESDAY, Nov. 6th Nov. 30th
"EMPEROR OF JAPAN" ... 6,000 THURSDAY, Nov. 13th Dec. 9th
"EMPEROR OF CHINA" ... 6,000 THURSDAY, Dec. 10th Jan. 6th
"EMPEROR OF INDIA" ... 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

(Subject to Alteration).

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KODA, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate class via St. Lawrence £40. 1/4 New York £42.

First-class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Hongkong, 26th September, 1907. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI CHIYOSANG* THURSDAY, 17th Oct., 4 P.M.
MANILA YUNTSANG* FRIDAY, 18th Oct., 4 P.M.
SGAPORE, PENANG & CALCUTTA KUTSANG* SATURDAY, 19th Oct., Noon.
TIENTSIN CHIYOSHING* TUESDAY, 22nd Oct., 4 P.M.
SGAPORE, PENANG & CALCUTTA LOONSANG* TUESDAY, 22nd Oct., Noon.
MANILA LOONSANG* FRIDAY, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class Single \$ 65 \$100
Penang " " 85 139
Calcutta " " 105 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 16th October, 1907. [6]

CHINA NAVIGATION CO., LIMITED.

STEAMERS TO SAIL

SWATOW & TIETSIN KUEICHOW 17th Oct., 4 P.M.
SHANGHAI & CHINKIANG FOOCHOW* 18th " daylight.
CEBU AND ILOILO KAIFONG* 18th " 4 P.M.
HOIHOW and HAIPHONG CHIHLI* 19th " daylight.
SWATOW, NINGPO & SHANGHAI KIUKIANG* 19th " 4 P.M.
CHEFOO & NEWCHIANG KWELIANG* 19th " "
MANILA TAMING* 22nd " "
MANILA, ZAMBOANGA & COLONIES TAIYUAN* 26th " "
SWATOW & SHANGHAI SHAOHING* 29th " "
SWATOW & SHANGHAI YOCHOW* 1st Nov., 4 P.M.
KOBE TSIVAN* 25th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th October, 1907. [7]

HONGKONG—MANILA

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Third-class—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

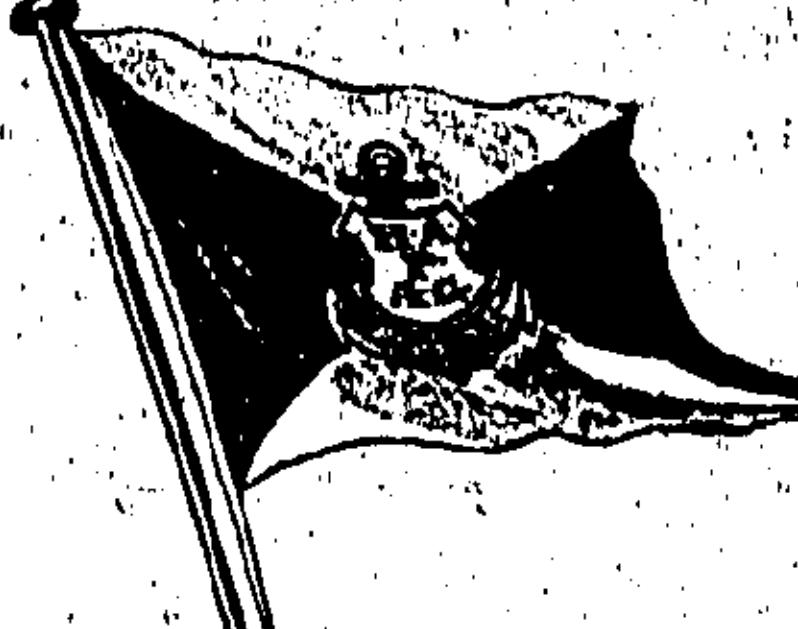
Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAPIRO	2540	Fraser	MANILA	SATURDAY, 19th Oct., 1907.
RUBI	2540	Almond	"	SATURDAY, 26th Oct., 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th October, 1907. [15]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardess carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA	2nd Nov.
SCANDIA	2nd Dec.
Hongkong, 10th October, 1907.	

Homeward.

HOHENSTAUFEN	30th Oct.
SILESIA	11th Dec.
SCANDIA	8th Jan., 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Kumeric*	6,232	D. Baird	25th Oct.
Shawmut	9,666	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tresors are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th October, 1907. [12]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and SHIU ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 3rd July, 1907. [16]

THE Steamship

"EMPIRE"

Captain Helm, will be despatched as above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st October, 1907. [882]

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOCK (via SHANGHAI), on or about 30th October.

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 10th October, 1907. [911]

TOYO KISEN KAISHA:

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

KATHERINE PARK 5,000 Nov.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager,

York Building, Hongkong, 12th October, 1907. [115]

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th October, 100 cts per \$ Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa \$ 20

" Corned—Ham Ngau Yuk \$ 20

" Roast—Shiu " " 20

" Breast—Ngau Lam \$ 15

" Soup, Tong Yuk \$ 15

" Steak—Ngau Yuk Pa \$ 20

" " Sirloin—Ngau Lau \$ 30

" " Sausages—Ngau Yuk Chauung \$ 26

Bullock's Brains—Know per set \$ 10

" Tongue fresh—Ngau Li each \$ 50

" " corned—Ham Ngau Li \$ 55

" Head—Ngau Tau \$ 80

" Heart—Ngau Sum per lb \$ 12

" Hump—Salt—Ngau Kin \$ 20

" Feet—Ngau Keok each \$ 7

" Kidneys—Ngau Yiu \$ 17

" Tail—Ngau Mei \$ 17

" Liver—Ngau Con \$ 12

" Tripe (undressed)—Ngau To \$ 7

" Calves' Head and Feet—Ngau-chai-tau-keok \$ 1.00

Mutton Chop—Young Pai Kwat \$ 24

" Leg—Young Pei \$ 24

" Shoulder—Young Shau \$ 20

Pigs' Chittlings—Chi cheong \$ 2

" Brains—Chi Know per set \$ 2

" Feet—Chi Keok \$ 12

" Fry—Chi Chak \$ 12

" Head—Chi Tau \$ 12

"

Shipping.**Arrivals.**

Niuguo, Br. s.s., 1,227, E. Richards, 15th Oct.,—Shanghai 11th Oct., Gen.—B. & S.
Norwars, Ger. s.s., 643, H. Frandsen, 15th Oct.,—Macau 15th Oct., Gen.—J. & Co.
Haimun, Br. s.s., 636, A. J. Robson, 16th Oct.,—Fochow 11th Oct., Amy 14th and Swatow 15th Gen.—D. L. & Co.
Fochow, Br. s.s., 1,27, J. Davies, 16th Oct.,—Canton 15th Oct., Gen.—B. & S.
Pontong, Ger. s.s., 997, W. Böfeller, 16th Oct.,—Saigon 10th Oct., Rice and Meal.—B. & S.
Hongkong, Fr. s.s., 742, A. Cornelissen, 16th Oct.,—Haliphong 12th Oct., and Hoihow 14th, Gen.—A. R. M.
Zweena, Br. s.s., 1,148, A. Ramsay, 16th Oct.,—Sourabaya (Java) via Po-Lau 6th Oct., Sugar and Gen.—Chinese.

Ithaka, Ger. s.s., 2,000, Calender, 16th Oct.,—Wuhu 14th Oct., Rice—H. A. L.
Glenarm, Br. s.s., 2,097, Honyton, 16th Oct.,—London and Singapore 10th Oct., Gen.—McG. Bros. & Gow.
Kweiyang, Br. s.s., 1,044, Dawson, 16th Oct.,—Canton 15th Oct., Gen.—B. & S.

Clearances at the Harbour.

Ithaka, for Canton.

Aldice, for Baltimore.

Phumjeh, for Saigon.

Departure.

Oct. 16.

Awa Maru, for Singapore.

Kogoshima Maru, for Shanghai.

Koun Maru, for Saigon.

Fukushu Maru, for Swatow.

Samsam, for Bangkok.

Klukiang, for Canton.

Luchow, for Canton.

Ningpo, for Canton.

Phumjeh, for Saigon.

Ulcana, U.S. gunboat, for Manila.

Passenger arrivals.

Per *Haimun* from Coast Ports—Capt. Messer, Mr. Brocklehurst, and V. B. Nicholls, and 25 Chinese.

Passengers departed.

Per Ernest Simons, for Shanghai—Miss V. Turner, Miss R. F. Hume, Jourdan, Edward Pond, R. Huber and Abbé Robert, for Kobe—Messrs. V. J. Clark and J. R. Smith.

Per Nera, for Saigon—Messrs. C. Dachner, L. A. O'Connell, P. Gundolf, Rodes, G. M. C. Owen, for Singapore—Miss Lacharais, and Mr. Tetsch, for Colombo—Messrs. Smart Jones, R. Tait-Bernard, and P. Baumit, for Port Said—Mr. Curtis Edwin Long, for Marseilles—Messrs. Merecki Haagen, Revs. Louis and Galley, Messrs. Aron Goldenberg, and Melchior.

Per Kaga Maru, for Seattle, &c.—Mr. C. F. McWilliams, Lieut. Green, U.S.A. Mr. and Mrs. Withington, Mr. J. M. P. Razia, Master and Mrs. Williamson, Major Williamson, Capt. and Mrs. Conley, Miss Harris, Mr. Berling, Dr. Sin Tin, 2 children and amah, Messrs. W. T. Edwards and J. T. Course.

Shipping Reports.

Sir Hallam, from Coast Ports—Strong N.E. winds and cloudy weather.

Sir Ponting, from Saigon—From central Varella strong N.E., rough sea.

Sir Ithaka, from Wuhu:—Very strong monsoon, high N.E. sea.

Sir Zweena, from Sourabaya:—First part of passage, last three days, encountered strong N.E. monsoon and high sea.

VESSELS IN PORT.

STEAMERS.

Antilechus, Br. s.s., 5,197, G. D. Keay, 5th Oct.—Tacoma via Port of Sep., Gen.—B. & S.

Chidra, Nor. s.s., 1,102, A. Augensen, 12th Oct.—Bangkok 4th Oct., Gen.—N. V. K.

Dagmar, Ger. s.s., 1,121, F. Nicolaisen, 14th Oct.—Saigon 9th Oct., Rice—M. & Co.

Dell, Ger. s.s., 726, J. Leiss, 3rd Oct.,—Bangkok 26th Sept., Rice—M. & Co.

Empress of India, Br. s.s., 3,032, E. Reetham, a.m., 22nd Sept.—Vancouver (B.C.) 3rd Sept., and Shanghai 1st th., Flour, Mails and Gen.—C. P. R. Co.

Hongkong Maru, Jap. s.s., 3,477, W. C. T. S. Filmer, 14th Oct.—San Francisco 12th Sept., Honolulu 10th, Yokohama and Oct., Kobe 4th, Nagasaki 10th, and Manila 12th, Mails and Gen.—T. K. K.

Istok, Aust. s.s., 1,850, M. Zicac, 11th Oct.,—Bombay 2nd Sept., and Singapore 5th Oct., Gen.—S. W. & Co.

Kaijung, Br. s.s., 987, E. Finlayson, 12th Oct.,—Cebu and Illoilo 8th Oct., Sugar and Wood.—B. & S.

Kield, Nor. s.s., 910, Helleson, 10th Oct.,—Samarang 29th Sept., Sugar and Peanuts,—Asgard, Thoresen & Co.

Kumsang, Br. s.s., 2,078, E. J. Buller, 15th Oct.—Calcutta via Penang and Singapore 10th Oct., Gen.—J. M. & Co.

Kuttsang, Br. s.s., 3,120, R. C. D. Bradley, 12th Oct.—Moj 8th Oct., Gen.—J. M. & Co.

Merapi, Dut. s.s., 1,597, E. Uddal, 25th Sept.,—Java via Singapore 19th Sept., Sugar—Chinese.

Mercedes, Br. s.s., 3,00, J. S. McGregor, 21st Sept.,—Weihaiwei 16th Sept., Ballast—Admiralty.

Minnesota, Am. s.s., 13,373, Chas. Austin, 11th Oct.—Seattle Port 13th Sept., Gen.—N. Y. K.

Nanhan, Br. s.s., 1,299, A. Jones, 30th Sept.,—Saigon 25th Sept., Rice and Gen.—B. & Co.

Nichibei Maru, Jap. s.s., 880, R. Minagawa, 13th Oct.—Canton 12th Oct., Gen.—M. B. K.

Orland, Nor. s.s., 917, T. A. Lee, 10th Oct.,—Rajang (Borneo) 4th Oct., Timber—Wallen & Co.

Orwell, Br. s.s., 2,446, W. Frame, 12th Oct.,—Barry 31st Aug., Coal—D. & Co., Ltd.

Proteus, Nor. s.s., 1,024, Y. C. Kildare, 7th Oct.—Bangkok 27th Sept., Rice—Asgard, Thoresen & Co.

Pronto, Nor. s.s., 838, T. Seberg, 14th Oct.,—Saigon 9th Oct., Rice—Asgard, Thoresen & Co.

The Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.**HIS BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.**

NAME	CLASS	TONS.	GUNS.	I.H.P.	CAPTAIN	LAST REPORTED
Latitude	despatch-galley...	700	4	3,000	Commander K. La T. Leatham	Yangtze
Astraea	cruiser, 2nd class	4,160	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Hongkong
Bramble	river gunboat	710	6	500	Lieut.-Commander G. W. Davidson	Shanghai
Bromator	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Hongkong
Cadmus	slong...	1,070	6	1,000	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	300			
Clio	shop...	1,070	6	1,000	Commander C. D. S. Reikens	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Hongkong
Flandy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Hongkong
Janus	torpedo boat destroyer	280	6	5,000	Captain S. V. de Honse	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain C. F. Thursby	Cruising
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain F. P. Crabtree	Yangtze
Kinsha	river gunboat	616	4	1,200	Commander F. H. Waller	Kodak
Merlin	surveying ship	1,070	6	1,400	Captain J. A. Tuke	Hongkong
Monmouth	cruiser, 1st class	9,800	14	22,000	Lieut.-Commander Robert E. Vaughan	Hongkong
Mooneen	river gunboat	180	2	800	Lieut.-Commander J. Kiddie	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander C. O. Walcott	West River
Stuba	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	Yangtze
Sandpiper	river gunboat	85	2	240	Lieut.-Commander S. H. Tenison	Hongkong
Supe	river gunboat	85	2	240	Boat W. Straib	Swatow
Taku	torpedo boat destroyer	250	6	6,500	Commodore R. H. S. Stokes	Hongkong
Tamar	receiving ship	4,650	6	800	Lieut.-Commander R. M. R. West	Shanghai
Teal	river gunboat	180	2	800	Lieut.-Commander Stevenson	Hongkong
Thistle	river gunboat	710	6	6,300	Commander H. R. Godfrey	Yangtze
Virago	torpedo boat destroyer	355	6	450	Lieut.-Commander H. B. Cox	Swatow
Waterwitch	surveying ship...	620	4	450	Lieut.-Commander G. B. Spicer-Simson	Hongkong
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander G. J. Todd	Yangtze
Widegrave	river gunboat	195	2	800	Lieut.-Commander Jno. F. Knox	Yangtze
Woodcock	river gunboat	150	2	550		
Woodlark	river gunboat	150	2	550		

WEATHER FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.**METEOROLOGICAL SIGNALS.**

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards

indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below

indicates a Typhoon to the North-East of the Colony.

3. A DRUM

indicates a Typhoon to the last of the Colony.

4. A CONE point downwards and a DRUM below

indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and a BALL below

indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below

indicates a Typhoon to the South-West of the Colony.

7. A CONE point upwards and a BALL below

indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godwin Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be exhibited at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, LESS OF LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS:								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000	\$125	\$125	{ \$1,000,000 } \$11,750,000 \$250,000	\$1,797,672	£1.15/- for 3 years ending 30.6.07 @ ex 2/2/3/16 = \$16.04	5%	\$60 buyers \$64; now is, London £72.10/-
National Bank of China, Limited	60,000	£7	£6	{ £12,735 } \$300,000	\$71,293	\$1 (London 3/6) for 1903	...	\$51
MARINE INSURANCES:								
Canton Insurance Office, Limited	10,000	£50	£50	{ \$1,675,000 } \$200,000 \$110,000	\$233,638	\$20 for 1905	7%	\$270
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 18/16 per cent	6%	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	£250	£100	{ \$3,000,000 } \$70,000 \$50,407 \$15,37,15 \$8,16,28 \$8,000	\$1,460 40	Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	54%	\$760 buyers
Yangtze Insurance Association, Limited	8,000	£100	£60	{ \$3,200,000 } \$70,000 \$50,407 \$15,37,15 \$8,16,28 \$8,000	\$465,467	£1. for year ending 31.12. 5	72%	3165 sellers
FIRE INSURANCES:								
China Fire Insurance Company, Limited	20,000	£100	£20	{ \$1,000,000 } \$320,449 \$20,000	\$362,980	\$6 and bonus \$2 for 1905	94%	186
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	\$1,250,483	\$435,236	\$40 for 1905	132%	5300 buyers
SHIPPING:								
China and Manila Steamship Company, Limited	30,000	£25	£25	{ \$7,000 } \$260,438 \$10,988	\$365	\$1 for 1906	61%	\$15 buyers
Douglas Steamship Company, Limited	70,000	£50	£50	\$10,988 \$50,000 \$50,000	Nil.	\$4 for year ending 30.6.07	104%	\$371
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	£15	£15	{ \$1,000,000 } \$270,000	\$27,101	\$1 for 1st half-year ending 30.6.07	74%	327 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000	£5	£5	{ \$1,000,000 } \$270,000	\$3,604	5/- for 1906 @ ex 2/2/8 = \$1.74 per share	38%	\$141 sellers \$141 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	Tls. 50	11s. 13,327	Interim of Tls. 12 for account 1907	12%	Tls. 45 sellers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ \$1,000,000 } \$12,957	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	11%	48 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	{ \$1,000,000 } \$18,000 \$14,479 \$6,200 Tls. 81,200 Tls. 39,009	1137	£1.00 for year ending 30.4.1907 \$0.50	44%	\$21 sales \$10 buyers
Taku Tug and Lighter Company, Limited	30,000	£15	£10	{ \$1,000,000 } \$18,000 \$14,479 \$6,200 Tls. 81,200 Tls. 39,009	18,730	Final of Tls. 2 making Tls. 6 for 1906	124%	Tls. 48 buyers
REFINERIES:								
China Sugar Refining Company, Limited	20,000	£100	£100	{ \$450,000 } none	9,218	£8 for year ending 31.12.06	8%	Sico ss. and b.
Luxon Sugar Refining Company, Limited	7,000	£100	£50	Tls. 50	11s. 8,935	\$1 for 1907 Tls. 4 (8%) for year ending 31.8.06	41%	\$23 Tls. 87 buyers
MINING:								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £1,000,000 } \$46,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07...	4%	Tls. 151 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	£11,358	No. 12 of 1/- = 48 cents	...	591
DOCKS, WHARVES & GODOWNS:								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £14,124 }	\$10,335	\$1.75 for year ending 31.12.06	104%	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	{ £10,000 }	13,047	Interim of \$2 for six months ending June 30th 1907	6%	1671
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £10,000 }	£491,380	\$4 for 1st half-year ending June 30th, 1907	8%	Tls. 102
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{ £10,000 }	£1,10,459	Tls. 3 for year ending 30th April 1907	4%	Tls. 73
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ £10,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	9%	Tls. 2021
LANDS, HOTELS & BUILDINGS:								
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ Tls. 15,000 }	Tls. 3,388	Tls. 6 for 14 months ending 28.4.07	6%	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	70,000	£25	£25	{ £30,000 }	Tls. 10,008	\$2 for year ending 30.6.07	94%	223 sellers
Central Stores, Limited	50,123	£15	£15	{ £15,000 }	29,178	\$1.80 for 1906	13%	\$14
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £10,000 }	£10,925	14 for 1st half-year ending 30.6.07	10%	100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £50,000 }	£50,218	Interim of \$3 for half year ending 30.6.07	75%	\$96
Humphreys Estate & Finance Company, Limited	100,000	£10	£10	{ £10,000 }	£11,567	80 cents for 1906	74%	101 buyers
Kowloon Land and Building Company, Limited	1,000	£50	£50	{ £10,000 }	£1,089	\$2 for 1906	7%	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	{ Tls. 16,493 }	Tls. 61,978	Interim of Tls. 3 for account 1907	71%	Tls. 101 buyers
West Point Building Company, Limited	12,500	£50	£50	{ Tls. 170,000 }	none	Interim of \$2 for half year ending June 30th	81%	\$48
COTTON MILLS:								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	Tls. 6,10,986	Tls. 6 for year ended 31.10.1906	104%	Tls. 60 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ Tls. 45,939 }	£14,169	50 cents for year ending 31.7.07	42%	Tls. 53
International Cotton Manufacturing Company, Ltd.	100,000	Tls. 75	Tls. 75	{ Tls. 130,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	111%	Tls. 90
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 20,257 }	Tls. 31,469	Tls. 8 for 1906	88%	Tls. 287 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 50,063 }	Tls. 50,063	Tls. 50 for 1906	172%	
MISCELLANEOUS:								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 }	£638	1/3 per share for 1906	9%	161
Campbell, Moore & Co., Limited	1,200	£10	£10	{ £10,000 }	£633	\$1 for 1905	...	500 sellers
China-Borneo Company, Limited	1,000	£12	£12	{ £10,000 }	Nil.	\$1 for 1904	...	510 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £10,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	55 sellers
China Light and Power Company, Limited	10,000	£10	£10	{ £10,000 }	£25,000	60 cents for year ended 30.6.05	...	16 sales
Do. Do. special shares	50,000	£10	£10	{ £10,000 }	£855	80 cents for 1906	9%	59 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ £10,000 }	£2,974	£1.50 for year ending 31.7.07	74%	516 ex. div.
Dairy Farm Company, Limited	25,000	£7	£6	{ £1,000,000 }	£10,804	Interim of 50 cents per share for a/c 1907	88%	513 buyers
Green Island Cement Company, Limited	400,000	£10	£10	{ £11,000 }	£15,002	\$1 for year ending 28.2.07	114%	501 buyers
Hall & Holtz, Limited	21,000	£20	£20	{ £18,000 }	£2,933	11 per share for year ending 28.2.07	7%	\$144 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £10,000 }	£4,361	Interim of \$4 for 1st year ending June 30th 1907	91%	5240 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £10,000 }	£4,212	Interim of 80 cents per share for a/c 1907	8%	5251 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £10,000 }	£10,374	Third interim of Tls. 7 for 1907	9%	Tls. 332 sales
Maastrichtij tot Nijm. Bosch-en Landbouwexp. poort in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 }	£2,655	for a/c 1907	84%	512 buyers
Peak Tramways Company, Limited	25,000	£10	£10	{ £10,000 }	None	5 per share, or per cent. in 1907	...	\$5 buyers
Peak Tramways Company (new)	50,000	£10	£10	{ £10,000 }	Tls. 7,990	Tls. 31 for account 1907	74%	Tls. 102 buyers
Philippine Company, Limited	2,750	£10	£10	{ £10,000 }	Tls. 6,723	Tls. 4 for 1905	...	Tls. 35
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 3,354	Tls. 7.843	...	Tls. 115 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 }	Tls. 19,000	Interim of Tls. 5 for a/c 1907	88%	Tls.